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ing the coastwise trade. The latter is a monopoly. It is the American merchant marine in the foreign trade that is languishing, and yet toll remission applies only to the coast shipping monopoly.

What becomes of the argument that toll remission will build up our merchant marine?

Mr. Taft at Yale. Former President Taft, Kent professor of law, comes to the law students at Yale not only posted thoroughly as to the subjects on which he is to impart instruction, but also he comes fresh from the school of great experience.

It may be stated without fear of contradiction that he is the last person who would use the class room for the ventilation of his disappointments. Thus taken all in all, what Mr. Taft says should have great weight in training the legal mind.

This in good time may become prophetic. The \$3,000 between Mr. Taft's standard and the minimum now proposed may be the foundation for providing for the deficit that may follow the lowering of the tariff rates.

Huerta Should "Read Up." We are surprised at the wording of the complaint made by Gen. Huerta as to the delay of the United States government in recognizing his provisional administration.

France and Our New Tariff. A great deal of the trouble now again threatened between the United States and France as a result of certain clauses of the new tariff bill seems to grow out of the terms of the proposed customs provisions.

If Ship Subsidy, Why Not for All? Representative F. A. Britten of Illinois urges the repeal of that clause of the Panama Canal act which provides for the remission of tolls to American coasting ships.

The answer lies in that much discussed and still unsolved question, the tariff. When protection to the iron industry raised the price of rails and locomotives the increase was added to the freight rates and the shipper paid it.

The protectionists, eager for an extra tax on which they could assess the people, demanded the tariff. The shipping industry had the alternative of a subsidy—but the temper of the American people with regard to subsidy is well known.

NATION'S MEN OF AFFAIRS IN CARTOON



JAMES A. O'GORMAN, United States Senator from New York.

A LITTLE NONSENSE.

BACKYARD EPISODE. I thought my fence was twenty feet. Which wasn't much. But when I tried to make it neat I got in Dutch. I spread the whitewash on like fun. Worked very hard. And in an hour I found I'd done about a yard.

"'Tis a Good Horse Who Never Stumbles"

The writer recently saw a milk wagon drop its master on the west side of 18th Street and the horse immediately crossed, without STUMBLING, to the east side, where the horse knew the next stop.

If an old horse, by careful training, can pick his steps, surely you have a right to expect THE OLDEST LUMBER FIRM in the District, to pick the best lumber and millwork and protect you from bad lumber and millwork.

The Spauld Libbey Lumber & Millwork Co. Sixth Street and New York Ave. Washington, D. C.

Court Gossip of Interesting Events on Two Continents

China will have to start on a kind of standardization of her language, such as Britain undertook in the fourteenth century. It isn't only a matter of words and grammar; more important are the structure and pronunciation.

Judging from what has appeared in more than one prominent organ of the British press upon questions vital to the Chinese people, it would seem that one would have to return to such hackneyed queries as "Has China Any Hope?"

Appreciating Art. European critics never tire of ridiculing America's indifference to art and lack of artists. They regard us as totally insensitive about such matters, although they must admit we have some very fine art collectors.

Shy on Both. The golden eagle is very rare, isn't it? But I don't find it any more so than just the ordinary \$10 bill.

CANDLES

A candle is a cylinder of tallow or wax, with a wick in it. It is used principally to show off a rare or an expensive new candlestick. When a candle is lighted it makes a tiny, tapering hole in the darkness.